

Memorandum

To: ALL DISTRICT DIRECTORS

Date: November 22, 1996

File No.:

From: DEPARTMENT OF TRANSPORTATION
Traffic Operations
Mail Station 36

Subject: Work Zone Speed Limits

It has been noted that some districts continue to post regulatory speed limits within freeway work zones without performing the required Traffic and Engineering (T&E) survey and proper documentation entered into the project files. This practice is unacceptable, and results only in motorists contempt, and a majority violation of the speed limit due to lack of perception that there is a real need to reduce their speed.

The only other method of documentation which is allowed to reduce regulatory speed limits is when a project has been evaluated and selected for the Construction/Maintenance Zone Enhanced Enforcement Program (COZEEP/MAZEEP), see attached memorandum "Construction Speed Zones" dated December 22, 1992 and the "Typical Signing for COZEEP/MAZEEP Reduced Speed Zone" plan.

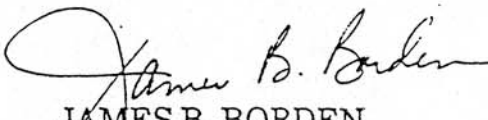
In either case, the speed limit should not be lowered more than 10 mph below the posted or maximum speed limit. If the project falls within an established 65 mph zone, and a 45 mph speed limit is considered necessary, it may be posted only if the approaching speed limits are lowered in two stages i.e., first to a 55 mph speed limit followed by a reduction to the desired 45 mph; however, it should be noted that a 20 mph speed reduction is usually not complied with by most motorists, even when the California Highway Patrol is present and visible.

Any restrictive geometrics or conditions such as horizontal alignment, narrowed lanes, structural section gut-out next to traffic, etc., may be posted with a standard W6 (black on orange) suggested speed supplemental plate mounted below a construction warning sign advising of the roadway condition.

Please make a wide distribution of this memorandum to all employees who may be involved with traffic control plans and/or work zone planned traffic management. If there are questions, please direct them to either Mr. Bill Hoversten at Calnet 464-4555, (916) 654-4555 or Mr. Fred Jager at Calnet 464-5528 or (916) 654-5528.

FJ:JBB:cad
bc: JBorden
WHoversten
JKletzman
FJager
JAlleman
GKundert
Reviewers

Attachment

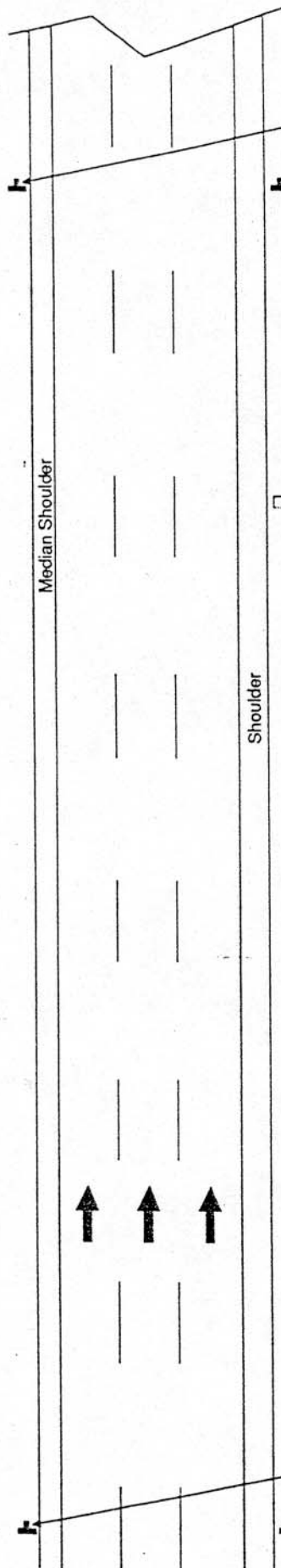

JAMES B. BORDEN
Program Manager
Traffic Operations
DTenBroeck - Maintenance
JEdson - Maintenance
JDobrowolski - Construction
JCorr - Construction

TYPICAL SIGNING FOR COZEEP/ MAZEPP REDUCED SPEED ZONE

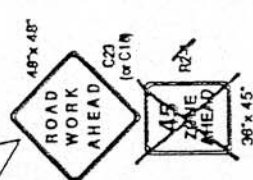
1/2 mile ±

750' - 1000'

Begin Lane
Closure Signing



CMS



45
ZONE
AHEAD

WILL BE
ENFORCED

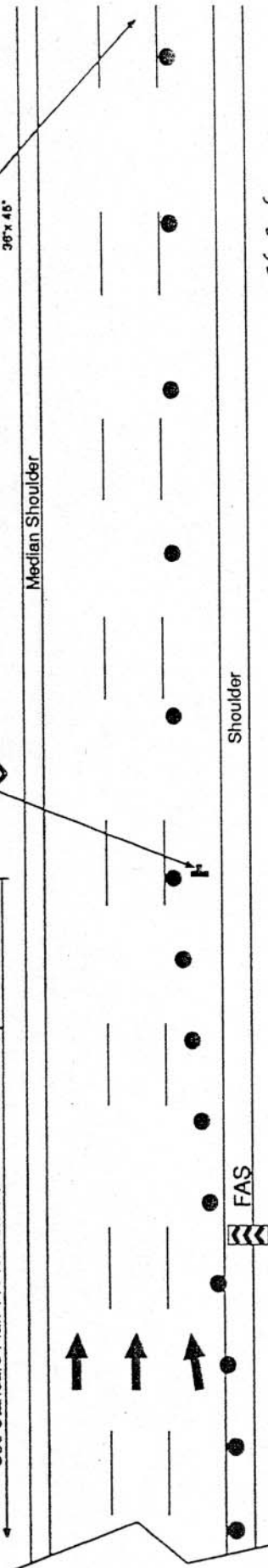
or

STRICT
ENFORCE-
MENT



R3 (Place at end
of work zone)

See Standard Plan T10 for lane closure details and requirements



No Scale

TYPICAL SIGNING FOR COZEEP/ MAZEPP REDUCED SPEED ZONE

